

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR

REPORT

SUBJECT Airfields in Vicinity of Irkutsk, Aktyubinsk, Riga, Stalinabad, and Molotovabad

DATE DISTR. 30 October 1957

NO. PAGES 1

REQUIREMENT NO. RD 50X1-HUM

REFERENCES

DATE OF INFO.

PLACE & DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

reports on Soviet airfields

a. Prior to November 1955, a military airfield, indicated in a sketch as located about 20 km northwest of Aktyubinsk [N-50-17, E 57-10], was occupied by jet aircraft and by helicopters in the spring of 1955. A smaller landing field was located southwest of Aktyubinsk.

b. Between late 1956 and the spring of 1957, the Irkutsk [N-52-16, E 104-20] airfield was occupied by 40 MIG-type aircraft and 10 twin-jet military aircraft.

c. Prior to April 1957, a civil airfield was located at the southeastern border of Stalinabad [N 28-30, E 68-45] and a military airfield was located about 16 km west of Stalinabad. Inhabitants report that sometimes TU-104s land at the military airfield.

d. During the period 4 to 13 July 1957, in addition to twin-engine and commercial aircraft using the Riga-Spilve [N 56-59, E 24-04] airfield, about 15 parachutists on two different days were observed jumping in the vicinity of the field. The parachutes appeared to be square, one was colored red and yellow, red bags of unidentified purpose were observed floating between the parachutes.

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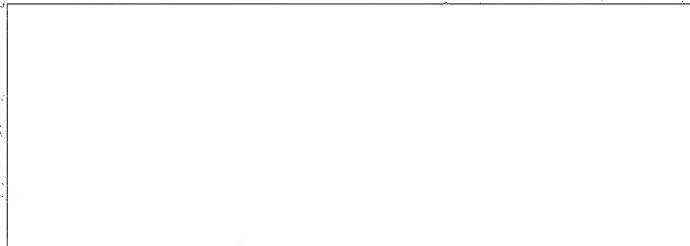
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1. Prior to November 1955, a military airfield about 20 km north-west of Aktyubinsk MD and about 250 meters south-west of the Aktyubinsk-Uralsk railroad line was occupied by jet aircraft and in the spring of 1955 by helicopters. Between 0800 and 1700 there was daily air activity by jet aircraft flying circuits. Only two aircraft were aloft simultaneously.

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2. A smaller landing field was located south-west of Aktyubinsk at a larger distance from the railroad track than the military airfield and there was only air activity by biplanes taking off and landing about 20 times a day.

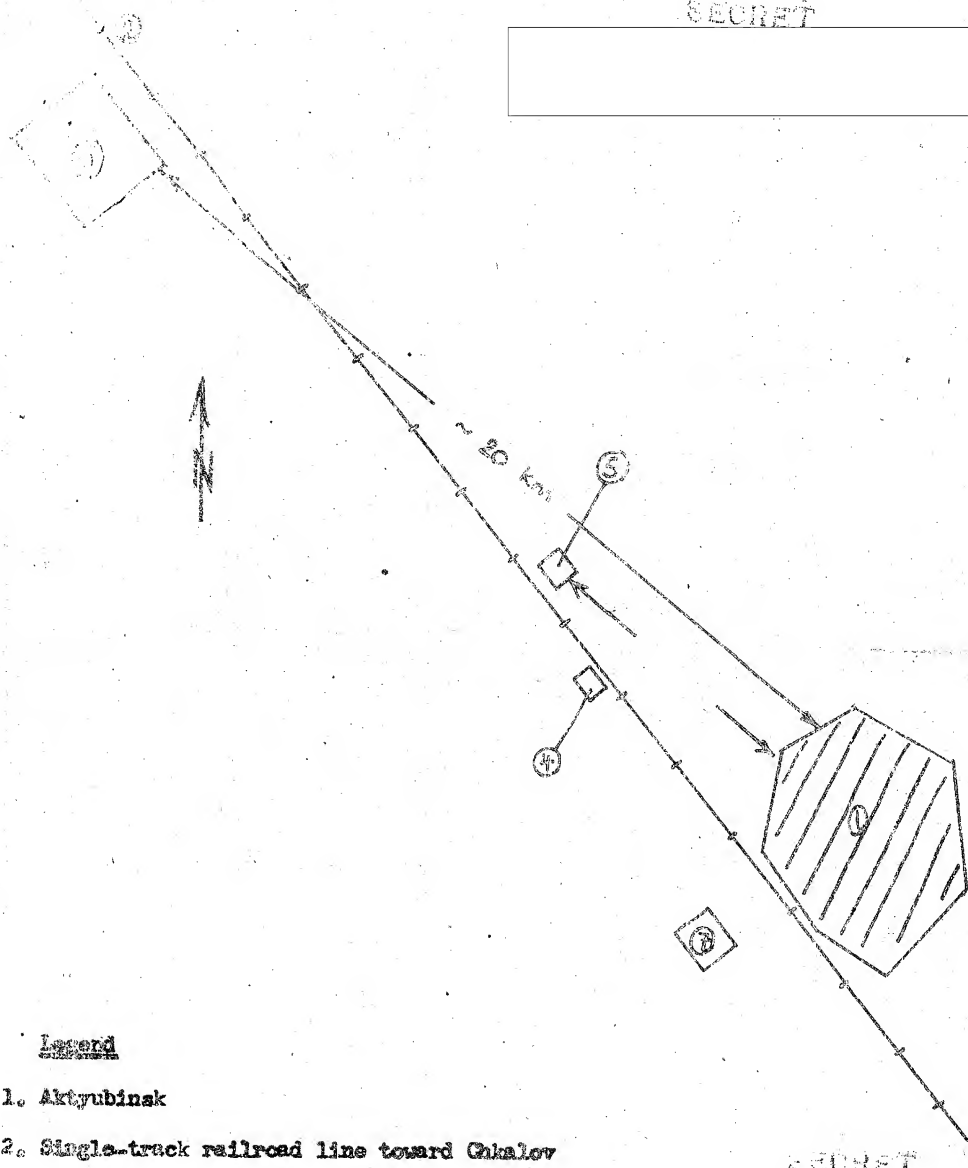
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Airfields near Aktyubinsk

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Legend

1. Aktyubinsk
2. Single-track railroad line toward Chkalov
3. Single-track railroad line toward Alma Ata
4. Housing area
5. Iron foundry
6. Military airfield, occupied by helicopters and jet aircraft
7. Civil airfield, occupied by biplanes

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Between late 1956 spring of 1957, Irkutsk airfield Transbaikalsk MD was occupied by 40 single-engine apparently MiGs, and 10 twin-engine jet aircraft in spite of being a civil airfield.

[] Comment. It has been previously observed that Irkutsk airfield is used by civil aircraft as well as by military aircraft. One Soviet fighter regiment is apparently stationed at the airfield. The type of the twin-jet aircraft could not be identified.

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1. Prior to April 1957, a civil airfield was located at the southeastern border of Stalinabad. In April 1957, about 6 dark green PO-2s and 9 IL-12s were parked at the airfield. The number of daily take-offs and landings could not be stated, but there were two daily departures for Moscow. The airfield was used by aircraft of the normal scheduled air traffic.
 2. A military airfield, definitely occupied by large jet type aircraft was located about 16 km west of Stalinabad. Air activity was observed at a large distance. It was learned from conversations with the inhabitants that sometimes Tu-104s landed at the airfield.
 3. It was inferred from the air activity over Mikoyanabad and Zhaatuts cities that at least one large airfield occupied by jet aircraft (MiG-15s) had to be located in that area.

Comment. The civil and military airfield near Stalinabad are known. [redacted] the military airfield is located some kilometers nearer to the town and presumably occupied by MiG aircraft. It appears credible that Tu-104s land at this airfield. The runway of the civil airfield is presumably insufficient for Tu-104s. An airfield in the Mikoyanabad/Zhaatuts area is unknown.

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1. Between 4 and 13 July 1957, nothing but twin-engine aircraft landed on and close to the runway of Riga-Spilve airfield, Baltic MD. Commercial aircraft of SAS Airlines also approached the airfield. The aircraft always took off from the runway.
2. On two days, each time about 15 parachutists jumped from a twin-engine aircraft at 500 meters. Each time one parachute had a striking red and yellow color. The parachutes gave the impression that they were square with one carrying harness at each corner. The ropes between the carrying harnesses moved in the draft. The jumpers kept quiet in the air. A kind of red cloths or bags of unidentified purpose were noted floating between the parachutes. The weather was dry, the sky overcast, the cloud ceiling at about 800 meters, the visibility good and there were light and shifting winds.

Comment. It has been previously assumed that one Soviet transport aircraft unit is stationed at Riga-Spilve airfield which is also approached by commercial aircraft. Parachute jumps have been frequently observed.

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